

5.0 SOCIAL AND ECONOMIC IMPACTS

The study area stretches along the I-94 and TH 10 corridors from Silver Creek Township and the City of Becker on the southeast to the City of St. Cloud on the northwest. The area includes land within Wright, Sherburne and Stearns counties. See Figure 1.1 for the project location and Figure 5.1 for township locations.

Alternative A is located just southeast of the City of St. Cloud in Lynden Township in Stearns County, in the City of St. Augusta in Stearns County, and in Haven Township in Sherburne County.

Alternative B is located in the City of Clearwater in Wright County, and in Clear Lake Township south and just west of the City of Clear Lake in Sherburne County.

Alternative C is located in Clearwater Township and the City of Clearwater in Wright County, and in Clear Lake Township south and west of the City of Clear Lake in Sherburne County.

Alternative D is located in Silver Creek Township in Wright County and in Becker, Becker Township and Clear Lake Township just west of the City of Becker in Sherburne County.

This chapter describes the socioeconomic conditions existing within the study area at present including racial/ethnic and economic characteristics. The chapter describes population trends in the Twin Cities to St. Cloud transportation corridor and provides population and employment forecasts to the study year (2040). The chapter does not attempt to project future racial/ethnic and economic characteristics of the population. It should be noted that the existing characteristics described in the chapter will likely change by the time project construction is initiated, currently scheduled for 2015.

5.1 SOCIAL AND COMMUNITY ENVIRONMENT

5.1.1 Affected Environment

5.1.1.1. Population

Together, the four Build Alternatives directly affect land in seven census tracts in three counties (Figure 5.1). They are as follows:

- Census Tract 112 – Lynden Township, Stearns County, and Fairhaven Township, Wright County
- Census Tract 114 – St. Augusta and a portion of St. Cloud, Stearns County
- Census Tract 303 – Clear Lake and the surrounding area, Sherburne County
- Census Tract 304.01 – Becker, and the area north and east of Becker, Sherburne County

- Census Tract 304.02 Big Lake and the area south and east of Big Lake, Sherburne County
- Census Tract 313 – Portions of St. Cloud and Haven Township, Sherburne County
- Census Tract 1003 – Clearwater, Clearwater Township, and a portion of Silver Creek Township, Wright County

Table 5.1 presents 10-year population and household trends for these census tracts individually and in total and for the three counties affected by the project. However, because 2000 Census tracts 304.01 and 304.02 were not in existence in 1990, wherever this section compares 2000 data to earlier data, 2000 data for these tracts are combined and reported as Census Tract 304.

**TABLE 5.1
POPULATION AND HOUSEHOLD GROWTH BY CENSUS TRACT AND COUNTY,
1990-2000**

	1990 Population	2000 Population	1990 Households	2000 Households	Population Change from 1990-2000		Household Change from 1990-2000	
Census Tract					Number	Percent	Number	Percent
303 (Sherburne)	4,735	5,919	1,553	2,036	1,184	25	483	31
304 (Sherburne)	10,803	19,126	3,516	6,251	8,323	77	2,735	78
313 (Sherburne)	4,947	6,397	1,797	2,242	1,450	29	445	25
114 (Stearns)	2,575	3,202	763	1,043	627	24	280	37
112 (Wright)	5,759	6,387	1,837	2,208	628	11	371	20
1003 (Wright)	3,588	4,558	1,198	1,595	970	27	397	33
Total affected Census Tracts	32,407	45,589	10,664	15,375	13,182	41	4,711	44
County								
Sherburne	41,945	64,417	13,643	21,581	22,472	54	7,938	58
Stearns	118,791	133,166	39,776	47,604	14,375	12	7,828	20
Wright	68,710	89,986	23,013	31,465	21,276	31	8,452	37
Total 3 counties	229,446	287,569	76,432	100,650	58,123	25	24,218	32

Together, the census tracts within the study area experienced a 41 percent increase in population and a 44 percent increase in the number of households between 1990 and 2000. This growth is not as rapid as that experienced by Sherburne County as a whole over the same time period, but more rapid than in Stearns and Wright County. The most rapid growth has been in Census Tract 304, which is located to the east and south of Alternative D, near and including the cities of Becker and Big Lake.

Figure 5.1 — 11 X 17

BACK

The growth experienced in the study area during the last decade represents a continuation of trends that have occurred in the transportation corridor between St. Cloud and the northwest portion of the Twin Cities metropolitan area in the last 30 years, as shown in the population data for municipalities along TH 10 and I-94 in Table 5.2. Of the communities along TH 10 and I-94, only the City of Clear Lake did not grow over this period. Most of the remaining communities have experienced huge increases as the Twin Cities metropolitan area continues to extend toward the northwest and the St. Cloud metropolitan area continues to extend to the southeast.

TABLE 5.2
MUNICIPAL POPULATION GROWTH ALONG TH 10 AND I-94, 1970-2000

City	1970	1980	1990	2000	Percent Change 1970- 1980	Percent Change 1980- 1990	Percent Change 1990- 2000
Maple Grove	6,275	20,525	38,736	50,365	227	89	30
Anoka	13,298	15,634	17,192	18,076	18	10	5
Dayton	2,672	4,070	4,443	4,699	52	9	6
Rogers	544	652	698	3,588	20	7	414
Otsego	1,526	4,769	5,219	6,389	213	9	22
Albertville	451	564	1,251	3,621	25	122	189
St. Michael	1,021	1,519	2,506	9,099	49	65	263
Elk River	4,098	6,785	11,143	16,447	66	64	48
Big Lake	1,015	2,210	3,113	6,063	118	41	95
Monticello	1,636	2,830	4,941	7,868	73	75	59
Becker	365	601	902	2,673	65	50	196
Clear Lake	280	266	315	266	-5	18	-16
Clearwater	282	379	597	858	34	58	44
St. Cloud	39,691	42,566	48,812	59,107	7	15	21

Note: Population totals are from the U.S. Census.

The State Demographic Center projects continuation of this growth trend over the next 30 years and indicates that the Sherburne County population will grow by 89 percent, Stearns County by 33 percent, and Wright County by 54 percent between 2000 and 2030.

Year 2040 population projections for the cities and townships most directly affected by the project were developed in consultation with municipal and county officials and are presented in Table 5.3. The forecasts range from a doubling to over ten-fold increases of the population, with the largest numerical growth anticipated in Becker/Becker Township at the southeast end of the study area and in St. Cloud/Haven Township at the northwest end of the study area.

TABLE 5.3
2040 POPULATION PROJECTIONS FOR CITIES AND TOWNSHIPS
IN THE STUDY AREA

Jurisdiction	2000 Population	Projected 2040 Population	Population Change From 2000 - 2040	
			Number	Percent
Becker	2,763	25,000	22,237	805
Becker Township	3,605	6,000	2,395	66
Silver Creek Township	2,332	5,500	3,168	136
Clearwater	858	5,000	4,142	483
Clearwater Township	1,368	2,500	1,132	83
Clear Lake	266	900	634	238
Clear Lake Township	1,630	4,200	2,570	158
Haven Township	2,024	26,400	24,376	1,204
Lynden Township	1,919	3,200	1,281	67
St. Cloud	59,107	103,300	44,193	75

Note: Population totals for 2000 are from the U.S. Census. 2040 population estimates are based on TAZ totals. 2040 population estimates for Haven and Lynden Townships were provided by the St. Cloud APO. Haven Township estimates are higher than projections estimated by Haven Township, as this community has taken a low/no growth position. The higher projections were used for this study as a “worst case” scenario for trip generation and development impacts.

Table 5.4 presents U.S. Census data for 1999 median household income levels and 2000 employment levels for the affected census tracts in the study area and for the three affected Counties. The median household income for all potentially affected census tracts ranges from \$41,250 to \$62,571, and for the three affected counties the range is from \$42,426 to \$57,014.

TABLE 5.4
1999 MEDIAN HOUSEHOLD INCOME LEVELS AND 2000 EMPLOYMENT LEVELS
BY CENSUS TRACT AND COUNTY

Census Tract	2000 Population	1999 Median Household Income	2000 Persons Employed	
			Number	Percent
112	6,387	\$50,378	3,483	55
114	3,202	\$55,708	1,739	54
303	5,919	\$62,571	3,317	56
304.01	11,241	\$59,978	5,922	53
304.2	7,885	\$54,279	4,334	55
313	6,397	\$41,250	3,065	48
1003	4,558	\$53,615	2,372	52
Total affected Census tracts	45,589	-----	24,232	53
County				
Sherburne	64,417	\$57,014	34,509	54
Stearns	133,166	\$42,426	72,511	55
Wright	89,986	\$53,945	48,145	54
Total for the 3 Counties	287,569	-----	155,165	54

5.1.1.2 Community Facilities

Community facilities include those serving local residents of the four cities and six townships in the study area and those serving visitors and the traveling public. Community facilities that are adjacent or proximate to the existing TH 24 alignment or any of the four proposed Build Alternative alignments include the following:

- TH 10 Travel Center, St. Cloud, one-half mile northwest of the northern terminus of Alternative A, on the north side of TH 10.
- St. Cloud Airport, St. Cloud, one mile north of the northern terminus of Alternative A.
- Clearwater City Hall/Fire Station, 605 CSAH 75, Clearwater one block north of the Alternative B alignment.
- Clearview Elementary School, 7310 TH 24, Clear Lake, in the vicinity of Alternatives B and C.
- I-94 westbound Fuller Lake Rest Area, north of the I-94/TH 24 interchange on the north side of I-94; Alternative B.
- Rejoice Lutheran Church, 1155 CSAH 75, in downtown Clearwater.
- Clearwater United Methodist Church, 405 Main Street, in downtown Clearwater.
- St. Luke's Catholic Church, 17545 Northwest Huber Avenue, in downtown Clearwater.
- Clearwater Library, 822 Clearwater Centre, junction of TH 24 and CSAH 75, in downtown Clearwater.
- Clearwater Medical Clinic, Clearwater Centre, junction of TH 24 and CSAH 75, in downtown Clearwater.
- Great River Educational Arts Theater, 205 Oak Street, in downtown Clearwater.
- Eagle Trace Golf Course (private), 1100 Main Street, south of downtown Clearwater.
- Ballfields, Mill Street, in downtown Clear Lake.
- Living Waters Pentecostal Church, 330 Church Street, in downtown Clear Lake.
- Trinity Lutheran Church, 209 Market, in downtown Clear Lake.
- St. Marcus Church, 308 Center, in downtown Clear Lake.
- I-94 eastbound Elm Creek Rest Area, milepost 216 between Silver Creek and Monticello, in the vicinity of Alternative D.

Impacts on parks and public recreation areas are discussed in Section 6.8.

The closest hospital to the northern half of the study area is the St. Cloud Hospital (1406 - 6th Avenue, St. Cloud) and to the southern half is the Monticello-Big Lake Hospital (1013 Hard Boulevard, Monticello).

Senior dining services are available in the following locations:

- Woodbriar Apartments, 12115 Rye Street, Becker.
- Monticello Senior Center, 505 Walnut Street, Monticello.

Fire and emergency services are provided in the cities of Becker, Clear Lake, Clearwater, and St. Cloud by the respective city fire departments. Beyond these city limits but within the study area, the St. Augusta Volunteer Fire Department provides services south of the river between St. Cloud and Lyndon Township; Sauk Rapids Fire Department provides services north of the river in Haven Township; Clear Lake provides services on both sides of TH 10 to Clear Lake Township; and the Monticello Fire Department provides services to Silver Creek Township. The Clearwater Volunteer Fire Department provides emergency first response to all of Clearwater Township and a majority of Lyndon Township, for crashes on I-94 from Hasty to St. Augusta and for crashes on TH 24 from the Clearwater Township border to the Mississippi River.

The portion of the study area in St. Augusta Township and Lynden Township is within School District 742; students attend schools in St. Cloud. The portion of the study area near Clear Lake and Clearwater is within School District 742. Elementary students from the Clearwater area attend Clearview Elementary School and middle and high school students attend schools in St. Cloud. District staff reported that students in Clearwater may opt to attend schools outside School District 742, if the receiving school district has space, but the students may be required to provide their own transportation. Whether or not to provide transportation to students from outside their district is the decision of the receiving school district.

The portion of the study area near Becker is with School District 726. Students attend schools in Becker. District Staff reported that students may attend schools outside the district such as the St. Cloud area school district, Monticello, or Big Lake, but they must provide their own transportation. Students living in Silver Creek Township attend school in Annandale (School District 876) or Monticello (School District 882).

Transit in the study area consists of flexible fixed route and dial-a-ride services including the Sherburne County River Rider and Tri-Cap.

The *City of Clearwater Comprehensive Plan* (1996) recommends consideration of a civic center oriented as a community gathering place adjacent to the existing City Hall. According to city staff, there has been more recent discussion of a potential community center/hockey arena in the recently annexed area south of I-94.

5.1.2 Environmental Consequences

5.1.2.1 Community Cohesion

Existing TH 24 connects the cities of Clearwater and Clear Lake to I-94 and TH 10 and provides a connection between the two cities across the Mississippi River. The highway is also used by local traffic within the two cities, including traffic within Clearwater north and south of I-94. Each of the two cities is also bisected by TH 24.

No-Build Alternative

The No-Build Alternative would result in increased congestion on TH 24. This congestion would weaken cross-river connections. It would also have an adverse effect on east-west movement across TH 24 within the City of Clearwater and within the City of Clear Lake and north-south traffic movement across I-94 in Clearwater exacerbating the effect of the existing roadway separation between portions of each of these communities.

Build Alternatives

Alternative B would have the greatest adverse impact on community cohesion. While cross-town movement within the City of Clearwater would be provided for with the grade separation of CSAH 75 and TH 24 (and the continued grade separation of Main Street and TH 24), the bisecting of the city by a 65-mph controlled access facility would considerably alter its visual and physical character. The existing direct connections between the portion of the city (north of I-94), which includes the majority of its commercial and community facilities, and land to the south across I-94 would be replaced with a much more circuitous connection via an overpass east of the I-94/interregional connection interchange, discussed in more detail in Section 5.1.2.2. This circuitous connection distances segments of the broader Clearwater community, including existing and planned residential areas, from the community center and its services.

Alternatives A, C and D would alleviate community impacts in the cities of Clearwater and Clear Lake due to congestion on TH 24, without posing a countervailing adverse impact on community cohesion, except as might be associated with indirect economic and land use impacts, discussed in Chapter 10. There are currently 22 homes (13 rural residential and nine farmsteads) along CSAH 8 a half-mile either side of Alternative A. Alternative A inserts a dominating visual presence between the east and west portions of this area and results in slightly more circuitous access between properties (a maximum of approximately 1,200 feet longer) on either side of the interregional connection.

5.1.2.2 Access

No-Build Alternative

The No-Build Alternative maintains existing access conditions throughout the corridor. As congestion increases on the existing river crossing, access to/from existing properties and local roadways along TH 24 in the cities of Clearwater and Clear Lake would be more difficult.

Build Alternatives

All Build Alternatives increase regional access by providing additional river crossing capacity within the study area. The increased crossing capacity would provide more convenient access for regional travelers and provide some alleviation of congestion at existing crossings.

All of the Build Alternatives eliminate existing access to certain properties. Where reasonable alternative access could not be provided, the affected properties are assumed to be acquired as right of way for the project, as discussed under Section 5.2.2.3 (Right of Way and Relocation).

The specific access changes resulting from each Build Alternative are discussed below.

Alternative A

Construction of Alternative A would result in the elimination of direct access to TH 10 for Granite City Ready-Mix and for properties south and north of TH 10 along CSAH 3. Access to TH 10 for properties south of TH 10 would be provided via a new roadway that would connect to CR 65 west of the project. Access to TH 10 for properties north of TH 10 would be via CR 65.

Currently, 35th Avenue intersects with CR 65. Under Alternative A, 35th Avenue would be terminated with a cul-de-sac at CR 65. Access from 35th Avenue to CR 65 would be provided with a new roadway connection to 31st Avenue which intersects with CR 65 west of the project. In addition, 35th Avenue would be realigned to move the 35th Avenue/CR 60 intersection approximately 700 feet to the west of the existing intersection.

Currently, CR 91 parallels CSAH 8 on its north side, providing direct access to residential properties. Under Alternative A, the center portion of CR 91 would be eliminated and the remaining segments of CR 91 would be terminated with cul-de-sacs. Properties remaining along CR 91 would continue to have access to CSAH 8.

Properties on the south side of CSAH 8 and west of the proposed interregional connection would be provided access to CSAH 8 via a frontage road that connects to CSAH 8 at its westernmost intersection with CR 91. Under Alternative A, Franklin Road would be impacted with segments east and west of the interregional connection alignment being terminated with cul-de-sacs, resulting in more circuitous east-west travel for affected properties.

Alternative B

Construction of Alternative B would result in substantial changes to local access for properties in the City of Clearwater. As noted above, east-west crosstown access would be maintained via the proposed CSAH 75/TH 24 grade-separation and the existing Main Street/TH 24 grade-separation. Access to Clearwater's commercial businesses, community facilities, and homes (north of I-94) from areas north of the river and from areas south of I-94 would be provided in a much more circuitous manner. Traffic from the north traveling on the interregional connection and wishing to access these city destinations would need to pass through the city on TH 24, cross over I-94, follow CSAH 7 east, and then cross back to the north over I-94 at the new local crossing to connect to CSAH 75. Traffic from the south would also follow CSAH 7 east to the new I-94 crossing to connect to CSAH 75. The distance between the Mississippi River and the

existing TH 24/CSAH 75 intersection is approximately 1,700 feet. Under Alternative B, the distance between the Mississippi River and CSAH 75 at its grade-separation with TH 24 via the proposed local access route would be approximately 2.5 miles. From the south the distance between the TH 24/CSAH 7 intersection and the TH 24/CSAH 75 intersection is currently approximately 4,600 feet. Under Alternative B, the distance between the TH 24/CSAH 7 intersection and CSAH 75 at its grade separation with TH 24 via the proposed local access route would be approximately 1.5 miles.

Access to the properties in the City of Clearwater (north of I-94) from I-94 would be similarly altered, with trips to/from I-94 needing to use the proposed local access route via CSAH 7 and the I-94 grade-separation. This change in access affects travel time and convenience for local commuters and shoppers. It also affects the access to local shopping opportunities for seasonal travelers. Commercial businesses at the existing Clearwater interchange provide a popular stop for weekend and vacation travelers bound for recreational opportunities in northern Minnesota. The Clearwater travel center not only serves vacation travelers but is a large truck stop. As discussed in Section 5.2.2.3 (Right of Way and Relocation) on right of way impacts, Alternative B would require acquisition of this site, as well as the Hardee's, Dairy Queen, Annandale State Bank, and a pet clinic. The remaining businesses at the Clearwater Centre, which currently include Coburn's Grocery and Liquor, Center Drug, Eye Clinic, a library, a hardware store, Clearwater Flooring, a hair salon and Curves for Women, and the hospitality businesses at the existing interchange, west of TH 24 would be inaccessible to regional travelers on TH 24. Economic impacts as a result of this inaccessibility are discussed in Section 5.3.

Construction of Alternative B would result in the elimination of direct access to TH 10 from 70th Avenue, 72nd Street, CSAH 20, and properties on the south side of TH 10 at CSAH 20. Seventieth Avenue would be realigned to connect to CR 57 west of the proposed local access interchange. Access to TH 10 would be available via CR 57 to the CSAH 6 intersection. Access to TH 10 for properties on 72nd Street and CSAH 20 would be available via CSAH 6. State Street would be extended to provide access to properties on the south side of TH 10 and just north of CR 76.

East-west access on CR 76 would be impacted with segments east and west of the interregional alignment terminated with cul-de-sacs, requiring more circuitous travel, including from the west to the City of Clear Lake via State Street, TH 24, CR 57 and realigned 70th Avenue. Access to Clearwater Elementary School from the interregional connection would occur at the CR 57 interchange.

Direct access to CSAH 8 would be eliminated for one property west of the proposed Alternative B alignment. Access to this property would be provided from a new local roadway west of the proposed alignment that connects to CSAH 8. Access between these as well as other rural properties south of CR 57 and the City of Clearwater would be more circuitous than under existing conditions.

Alternative C

Alternative C maintains existing TH 24 local and interregional system access for the City of Clearwater. It does divert interregional traffic away from TH 24; however, travelers on I-94 that

are aware of shopping opportunities in Clearwater have the option to access them at the I-94/TH 24 exit and use existing TH 24 to connect to the interregional connection north of the city, via the proposed local interchange south of Clear Lake. Similarly, interregional traffic is diverted away from downtown Clear Lake. However, travelers and local residents have the option of accessing the interregional system via TH 10 (at the TH 24/TH 10 intersection) or via the Old TH 24/Alternative C interregional connection interchange just south of Clear Lake.

East-west travel on CR 57 would be impacted with segments east and west of the interregional alignment terminated with cul-de-sacs, requiring more circuitous travel, including from the west to Clear Lake Elementary School, via TH 24 and CSAH 8 or CR 76.

Construction of Alternative C would result in the same changes to access at and north of CR 76 (including TH 10 access) as Alternative B.

Alternative D

Construction of Alternative D would result in the elimination of direct access to TH 10 at CR 53, 97th Street, Prairie Lake and CSAH 52. Access to TH 10 would be provided to properties along CR 53 south of TH 10 via a realigned CR 53 connection to CSAH 8 which then intersects with TH 10 in the City of Becker. Properties on CSAH 52 would also have access to TH 10 via CSAH 8. Properties on CR 53 north of TH 10, on 97th Street, and at Prairie Lake would access TH 10 via the 97th Street connection to TH 25 which would be realigned to tie into the TH 10/interregional connection interchange. Properties on TH 25 south of the proposed realignment would access TH 10 via Edgewood Street.

The Alternative D alignment would result in Appleton Avenue being terminated with a cul-de-sac east of the corridor. One Hundred Forty-Fifth Street would be bisected by the alignment, and would tee into Barton Avenue west of the corridor and be terminated with a cul-de-sac east of the corridor. East-west movement would continue to be available via CSAH 75.

5.1.2.3 Community Facilities and Services

Impacts on parks and recreation areas are addressed in Section 6.8.

No-Build

The No-Build Alternative results in continued increase in interregional traffic and congestion on TH 24, impeding crosstown access to community facilities such as clinics, libraries, and churches in the cities of Clearwater and Clear Lake.

Build Alternatives

Each of the Build Alternatives involves impacts to continuity of local roads which would result in minor impacts on ease of access to community facilities by rural residents and other users, and on services such as school bus and transit service. Movement would be more circuitous in some cases; however, alternative access is provided and the increase in travel distance should not substantially interfere with the use of most community services.

The specific impacts on community facilities for each alternative are discussed below.

Alternative A

Construction of Alternative A would require the acquisition of the TH 10 Travel Center just east of St. Cloud. The circuitous access north of the river described in Section 5.1.2.2 would affect response time of the Sauk Rapids Fire Department which provides services to Haven Township.

Alternative B

Alternative B has the greatest impact on community facilities and services. Alternative B would require the acquisition of the Clearwater City Hall/Fire Station, as well as partial acquisition of a site recommended in the *City of Clearwater Comprehensive Plan* as a potential future community center.

The circuitous access resulting from Alternative B affects the provision of emergency services and school bus routes. As noted, the Clearwater Volunteer Fire Department provides emergency first response to all of Clearwater Township and a majority of Lyndon Township, for crashes on I-94 from Hasty to St. Augusta and for crashes on TH 24 from the Clearwater Township border to the Mississippi River. According to Clearwater officials, several of the volunteers live south of I-94. The additional distance to the fire station (assuming that the fire station would be relocated near its existing site) via the proposed local access route would add to response time. The circuitous access north of the river described in Section 5.1.2.2 would also affect response time of the Clearwater Fire Department which serves Clearwater Township. Alternative B would also result in added distance (time and cost) to school bus service. The discussion of community cohesion relates also to access to community facilities, such as the medical clinic, churches, and parks.

Alternative B would require minor amounts (approximately 3.7 acres) of right of way acquisition from the northwestern portion of the Clearview Elementary School property. This is vacant land and is not in use as play space or any other active use. This alternative would not require the acquisition of any school buildings, just land. Noise impacts on the school are addressed in Section 6.2.

The City of Clearwater has also indicated that they are considering the developing area south of I-94 as the future location for a civic arena. Alternative B would affect access to this site from downtown Clearwater.

Alternative C

Alternative C would require minor amounts (approximately 5.6 acres) of right of way from the eastern and southern portions of the Clearview Elementary School property. This is vacant land, and is not in use as play space or any other active use. This alternative would not require the acquisition of any school buildings.

Alternative D

Alternative D has no direct impact on community facilities. Alternative D could create a change in access to community facilities and services within the City of Becker with affected residents needing to take a more circuitous route to certain destinations. However, these access changes are minor and the impact is not considered to be adverse. The circuitous access north of the river described in Section 5.1.2.2 would affect response time of the Clear Lake Fire Department which serves all of Clear Lake Township.

5.1.2.4 Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, issued in 1994, requires that environmental justice be addressed in all federal planning and programming activities. In compliance with this Executive Order, low-income and minority populations in the study area were identified through review of the 2000 Census data and contacts with the affected municipalities.

The steps for defining environmental justice impacts include:

- Identification of the location of low-income population and/or minority population in the project area.
- Identification of the impacts of the project upon the identified low-income population and/or minority population.
- Determination of whether or not the impacts are disproportionately high or adverse.

Identification of Low-Income or Minority Population

For the purposes of environmental justice, a low-income population or minority population is defined as a geographic population of people or households meeting the racial or income criteria set forth in Executive Order 12898. Information on population characteristics of the corridor was obtained primarily from 2000 Census data and discussions with local staff. For purposes of this analysis, data was examined for the smallest geographical area for which it was available (i.e., the Block Group level). The location of the block groups is depicted in Figure 5.1 and include the following:

- Census Tract 112, Block Group 5 – most of Lynden Township, Stearns County
- Census Tract 114, Block Group 1 – northernmost portion of St. Augusta, Stearns County
- Census Tract 303, Block Group 1 – northern portion of Haven Township, Sherburne County
- Census Tract 303, Block Group 4 – southern portion of Haven Township, southwest corner of Palmer Township, western portion of Clear Lake, and Clear Lake Township, Sherburne County

- Census Tract 303, Block Group 5 – southern portion of Palmer Township, eastern portion of Clear Lake and Clear Lake Township, Sherburne County
- Census Tract 304.1, Block Group 1 – easternmost portion of Clear Lake Township, southeastern portion of Palmer Township, Becker Township, and Becker, in Sherburne County
- Census Tract 313, Block Group 4 – portion of Haven Township, and portion of St. Cloud, Sherburne County
- Census Tract 1003, Block Group 1 – Clearwater and the northern portion of Clearwater Township, Wright County
- Census Tract 1003, Block Group 3 – most of Silver Creek Township, Wright County

Low-Income

Table 5.5 presents poverty data for the Census tract block groups for each of the four Build Alternatives, the total study area (all census tracts) and the three counties.

**TABLE 5.5
PERSONS WITH INCOMES BELOW POVERTY LEVEL**

Build Alternative	Census Tract, Block Group	Total Population Providing Income Data, 1999	Persons with Incomes Below Poverty Level, 1999	
			Number	Percent
A	303, BG1 (Sherburne)	817	38	5
	303, BG4 (Sherburne)	1,551	17	1
	313, BG4 (Sherburne)	1,403	245	18
	114, BG1 (Stearns)	1,673	48	3
	112, BG5 (Wright)	1,902	60	3
	Total:	7,346	408	6
B/C	303, BG4 (Sherburne)	1,551	17	1
	303, BG5 (Sherburne)	1,256	5	0
	1003, BG1 (Wright)	1,335	103	8
	Total:	4,142	125	3
D	304.01, BG1 (Sherburne)	5,594	156	3
	1003, BG3 (Wright)	1,359	41	3
	Total:	6,953	197	3
Sherburne County		62,711	2,776	4
Stearns County		126,449	11,037	9
Wright County		88,910	4,211	5
Total affected Counties		278,070	18,024	7

The percent of persons below poverty level in each corridor is below that of the affected counties together. Of the census block groups affected by each of the four Build Alternatives, those affected by Alternative A have the highest percent of persons with incomes below the poverty level in 1999. It is likely that this reflects the inclusion of a portion of the City of St. Cloud in

one of the Census block groups (Census Tract 313, Block Group 4) in the general corridor area. These neighborhoods are at some distance from the Alternative A alignment and are not within the project study area. Therefore, no populations of low-income persons are likely within the Alternative A corridor.

A population of low-income persons does exist in two locations on either side of the Alternative B alignment. A 24-unit subsidized apartment building is located approximately one block west of the Alternative B alignment, and an 18-unit subsidized apartment building is located approximately two blocks east of the Alternative B alignment, in the City of Clearwater. This is reflected in the higher-than-county average poverty rate in Census Tract 1003, Block Group 1 which includes the City of Clearwater.

No population of low-income persons is identified in the Alternative C or Alternative D corridors.

Minority Population

Table 5.6 presents race/ethnicity data for the census tract block groups for each of the four corridor alternatives, including total, non-white and Hispanic populations. The table includes the data for the total study area (all census tracts) and the three counties.

**TABLE 5.6
PERCENTAGE OF NON-WHITE AND HISPANIC PERSONS**

Build Alternative	Census Tract, Block Group	Total Population Providing Race/Ethnicity Data, 1999	Non-white persons (includes non-white Hispanic persons), 1999		Hispanic (white and non-white), 1999	
			Number	Percent	Number	Percent
A	303, BG1 (Sherburne)	817	12	2	8	1
	303, BG4 (Sherburne)	1,551	41	3	27	2
	313, BG4 (Sherburne)	1,403	65	5	1	0
	114, BG1 (Stearns)	1,673	45	3	0	0
	112, BG5 (Wright)	1,904	31	2	14	1
	Total	7,348	194	3	50	1
B/C	303, BG4 (Sherburne)	1,551	41	3	27	2
	303, BG5 (Sherburne)	1,274	12	1	2	0
	1003, BG1 (Wright)	1,310	39	3	12	1
	Total	4,135	92	2	41	1
D	1003, BG3 (Sherburne)	1,310	39	3	12	1
	304.01, BG1 (Wright)	5,467	145	3	53	1
	Total	6,777	184	3	65	1
Sherburne County		64,417	2,109	3	709	1
Stearns County		133,166	5,334	4	1,827	1
Wright County		89,986	1,931	2	994	1
Total affected Counties		287,569	9,374	3	3,530	1

The percent of non-white persons and Hispanic persons in the population of each of the individual corridors is generally comparable to that of the affected counties. Census Tract 313, Block Group 4 which includes a portion of the City of St. Cloud not within the study area, has a higher percent of non-white persons than the total affected counties; two block groups have slightly higher percentages of Hispanic persons, however, these percentages are quite low. City staff reported no concentrations of minority persons in the study area.

No substantial increase in the population of low-income or minority persons is anticipated by city officials (including Becker, Clear Lake and Clearwater) in the future.

Impacts of the Preferred Alternative on Low-Income Populations or Minority Populations

If any minority or low-income populations are found in the study area, Executive Order 12898 requires that the proposed actions be reviewed to determine if there are disproportionately high or adverse effects on these populations. Disproportionate is defined in two ways: the impact is “predominately borne” by the minority or low-income population group, or the impact is “more severe” than that experienced by non-minority or non-low income populations.

Issues that were considered when evaluating the potential for environmental justice impacts included social impacts, right of way, access, transit, pedestrian and bicycle travel, visual quality, air quality, noise and parks. Of these topics, only noise and social impacts have the potential to affect study area households where low-income populations are likely. The apartment buildings within the City of Clearwater, identified previously as potentially having a population of low-income persons, would not be directly impacted by Alternative B.

Section 6.2 presents data on existing, 2040 No-Build, 2040 Build noise impacts for all alternatives, including for receptors within the City of Clearwater for Alternative B. As noted, Alternative B would result in increased noise for these receptors, which are located at residential sites directly along TH 24. The two subsidized apartment buildings, where low-income populations are likely, are located approximately 600 to 1,300 feet away from TH 24. At these distances from the noise source, noise levels decline substantially and would not be disproportionately high at these locations as compared to the residential sites located closer to TH 24.

Sections 5.1.2.1, 5.1.2.2 and 5.1.2.3 identify the social impacts of Alternative B on community cohesion access and community facilities. Alternative B would bisect the city with a 65-mph controlled access facility, create circuitous travel within and to/from the community including for emergency services and school buses, and including for travel by residents to and from churches, local parks, and the library, require acquisition of the City Hall/Fire Station, and a portion of a site recommended as a potential future community center. However, these impacts would affect the entire community and therefore, would not be disproportionately borne by nor be more severe for populations of low-income persons. None of the community facilities directly or indirectly affected are used particularly by low-income or minority persons.

Mitigation of Impacts on Protected Populations

Environmental Justice Finding

Based on the available data, portions of the Alternative B corridor likely have low-income populations. However, Alternative B would not cause disproportionately high and adverse effects on these populations.

5.1.3 Mitigation of Social and Community Impacts

Impacts on community cohesion, access, and community facilities and services discussed in the previous sections are mitigated by the provision of alternate local access and relocation of community facilities to be acquired except for the TH 10 Travel Center, which is not expected to be relocated. Mitigation of park and recreation impacts is discussed in Section 6.8.

5.2 LAND USE

5.2.1 Affected Environment

5.2.1.1 Existing Land Uses

Existing land uses in the project area include: agricultural uses, rural residential uses, commercial/industrial sites, natural undeveloped areas and public recreational areas, and urban uses within municipal boundaries. The Mississippi River with its adjacent woodlands is the prominent natural feature. All alternatives cross through the Mississippi River Scenic Riverway, which is part of the state Wild and Scenic Rivers System.

Based on aerial photos and field observations, existing land use adjacent to the Alternative A corridor is primarily agricultural and rural residential, including a small concentration of homes along CSAH 8, except at the interchange with TH 10 where there are several commercial/industrial uses. There is also a platted industrial park, most of which is currently undeveloped, at the TH 10/Alternative A interchange location.

Existing land use adjacent to the Alternative B corridor is characterized by urban uses within the Clearwater municipal boundary, and residential and public recreational areas outside the municipal boundary. Where the Alternative B corridor approaches TH 10, the land use is primarily agricultural and rural residential with some isolated commercial uses and an elementary school.

Existing land use in the Alternative C corridor is agricultural and residential, including a small concentration of homes along CSAH 75, and public recreational uses and a private golf course. Alternative C is located at the less urbanized southern limits of the City of Clearwater.

Land uses adjacent to the Alternative D corridor include agricultural and rural residential. Alternative D is also adjacent to the Xcel Energy SHERCO Plant and corresponding acreage. A public recreational area, which is privately owned (Snuffy's Landing) is located in the vicinity of

the Alternative D corridor along the north side of the river. In addition, west of the proposed river crossing are islands within the Mississippi River and under jurisdiction of the Mn/DNR which provide camping and other recreational opportunities.

5.2.1.2 Land Use Planning

The existing land uses described above may not be the land uses present just prior to construction of the proposed project, if construction occurs as scheduled in approximately year 2015. Local land use planning decisions could have a large influence on the type of land uses adjacent to the ultimate preferred alternative corridor in the future.

Land use in the project area is regulated by the cities of Clearwater, Clear Lake, Becker, St. Augusta and St. Cloud and the counties of Sherburne, Stearns and Wright through their zoning and subdivision ordinances. St. Cloud, Clearwater and Becker all have comprehensive plans that address future land use and transportation. The City of St. Cloud has conducted future land use planning in the study area through the St. Cloud Area Joint Planning District Board (District Board).

The St. Cloud Area Joint Planning District Board has identified an ultimate service area, which in the study area extends to the northern boundary of Lynden Township in Stearns County and approximately four miles southwest of the city limits in Sherburne County. This includes the area in which Alternative A is located. St. Cloud has an orderly annexation agreement with Haven Township. The *St. Cloud Area Joint Planning District Plan* (District Plan) (May 2000) notes growth areas along I-94 and TH 10; however, it does not include land use recommendations for future development areas.

The Draft St. Cloud Comprehensive Plan (August 2003) provides a future land use plan which includes the area affected by Alternative A (the Haven Township Growth Area). The plan, recommends commercial, industrial and high density mixed residential uses at the Alternative A/TH 10 interchange area; low density residential development and agricultural uses along the west and east sides, respectively, of the Alternative A corridor south of the TH 10 interchange area and north of the Mississippi River; and industrial development along the Alternative A corridor south of the river to I-94.

The Draft Comprehensive Plan also includes two more specific alternate master plan concepts for the Haven Township Growth Area, both of which recommend commercial development, and high density mixed residential clustered at the intersection of TH 10 and the proposed 33rd Street corridor river crossing/parkway extension. The two master plans differ in the location of this intersection based on whether or not Alternative A is selected and implemented. If Alternative A is selected, the TH 10-“33rd Street” parkway intersection is at CR 65. If Alternative A is not selected, this intersection is just east of CSAH 3. With the concept that assumes Alternative A, the land use plan also includes office-business park uses at TH 10.

The Draft Comprehensive Plan includes findings and recommendations regarding Alternative A. It finds that Alternative A “will present a development barrier” within the Haven Township Growth Area and states that, although Alternative A is identified in the District Plan, “it may no longer be the city’s preferred alignment”. Issues noted about Alternative A in the Draft Plan include the design of the TH 10 interchange, the uncertainty regarding local access, and the effect of the proposed project on the local street system.

The City of Clearwater has an orderly annexation agreement with Clearwater Township. In 2002, a 210-acre area of land directly south of I-94 east of TH 24 and north of CSAH 7 was annexed into the City of Clearwater. The City of Clear Lake has an orderly annexation agreement with Clear Lake Township and does joint sewer planning with the City of Clearwater. The City of Becker does not have an orderly annexation agreement with the surrounding townships.

The *City of Clearwater Comprehensive Plan* reports that the construction of an I-94/TH 10 freeway-type connection either north or south of the city may serve to substantially erode a portion of the community's economic viability. However, the land use plan recognizes the potential of change due to a bypass and recommends that the city pursue sustainable development. The plan says that the city should encourage development of highway service and local/regional business along the TH 24 corridor in the Highway Service District.

The City of Clear Lake has experienced recent residential growth to the north. Future growth will be facilitated between Clear Lake and Clearwater by planned expansion of the sanitary sewer capacity, shared by the two communities. Industrial growth is expected to occur along TH 10 west of the city.

The City of Becker anticipates growth to the west along TH 10 and to the north. Growth to the south is constrained by the Xcel Energy SHERCO Plant. The Becker Comprehensive Plan supports the construction of direct access between I-94 and Becker north of the existing city limits.

Land uses adjacent to the Mississippi River are regulated by local governments based on state rules adopted for the section of the river included in the state Wild and Scenic River System, managed by the MnDNR. The section upstream from the TH 24 bridge is classified as 'scenic' and the area downstream from the bridge is classified as 'recreational.' Development standards vary according to the goals of each classification. The management plan for the Mississippi Scenic Riverway was updated in June 2003. While the scenic and recreational designations (and protection goals) are unchanged in the 2003 management plan, four new land use districts were proposed in the plan as suggested amendments to the Mississippi Scenic Riverway state rules (Minnesota Rules 6105) and, ultimately, for adoption in local zoning ordinances. Section 6.10 (Wild and Scenic Rivers) of this DEIS includes additional discussion of land use regulations within the Mississippi Scenic Riverway.

5.2.2 Environmental Consequences

No-Build

The No-Build Alternative would perpetuate existing land uses.

Build Alternatives

All Build Alternatives would have direct impacts (i.e., conversion of land to highway use) on agricultural and rural residential and natural open space. In addition, Alternatives A, B, and C would have impacts on commercial/industrial land. Alternative B would have the greatest direct impact on commercial/industrial and residential land. Potential indirect land use impacts are described in Chapter 10 (Secondary Impacts).

5.2.2.1 Parks

Impacts on parks and recreation areas are addressed in Section 6.8.

5.2.2.2 Farmland

Impacts on farmland are addressed in Section 6.3.

5.2.2.3 Right of Way and Relocation

Each of the Build Alternatives would require acquisition of property for right of way. While it is premature to determine in detail the extent of acquisition required for each potentially affected property in each corridor, estimates were developed based on available parcel data, average land values and typical relocation costs for the purpose of assessing the relative right of way impacts of the four Build Alternatives.

Table 5.7 presents compiled data for those properties that are developed (i.e., have buildings located on them) and assumed to require total acquisition and relocation for each of the alternatives. As shown, the estimated right of way/relocation costs for total developed parcels range from \$1.7 million for Alternative D to \$12.0 million for Alternative B.

Table 5.8 presents the estimated total right of way costs of each alternative, including the total developed parcel acquisition and relocation costs listed in Table 5.7 plus the cost of assumed partial acquisitions within the construction limits, calculated on a per-acre cost. As shown in Table 5.8, the total estimated right of way costs including total developed parcels and partial parcels, ranges from \$3.6 million for Alternative D to \$13.4 million for Alternative B.

Economic and fiscal impacts of right of way acquisition are discussed in Section 5.3.2.

TABLE 5.7**SUMMARY OF STUDY AREA RIGHT OF WAY IMPACTS (TOTAL DEVELOPED PARCEL ACQUISITIONS) BY ALTERNATIVE**

Total Developed Parcel Acquisitions															
Alter- native	Number of Properties					Estimated Market Value (rounded to nearest 1000)					Estimated Acquisition/Relocation Cost (rounded to nearest 1000)				
	Res	Ag	Comm	Ind	Total	Res	Ag	Comm	Ind	Total	Res	Ag	Comm	Ind	Total
A	10	9	6	7	32	\$940,000 ⁽¹⁾	\$1,783,000	\$2,251,000	\$1,605,000	\$6,579,000	\$2,258,000 ⁽²⁾	\$2,409,000	\$3,272,000	\$2,426,000	\$10,365,000
B	14	2	13 ⁽³⁾	1	30	\$1,256,000 ⁽⁴⁾	\$387,000	\$4,215,000	\$2,030,000	\$7,888,000	\$2,337,000 ⁽⁵⁾	\$525,000	\$6,232,000	\$2,936,000	\$12,031,000
C	15	3	5 ⁽⁶⁾	0	23	\$1,988,000	\$661,000	\$1,312,000 ⁽⁶⁾	\$0	\$3,961,000	\$2,838,000	\$883,000	\$1,905,000 ⁽⁶⁾	\$0	\$5,625,000 ⁽⁷⁾
D	6	1	0	0	7	\$1,144,000	\$87,000	\$0	\$0	\$1,231,000	\$1,553,000	\$109,000	\$0	\$0	\$1,662,000

⁽¹⁾ This number excludes the market value for four homes within Stearns County, as tax data for these properties was unattainable.

⁽²⁾ The four homes for which tax data was unavailable were each estimated to have a \$200,000 acquisition cost and a \$30,000 relocation cost.

⁽³⁾ Includes one public use (Clearwater City Hall/Fire Station).

⁽⁴⁾ This number excludes the market value for two homes, as tax data for these properties was unattainable.

⁽⁵⁾ The two homes for which tax data was unavailable were each estimated to have a \$200,000 acquisition cost and a \$30,000 relocation cost.

⁽⁶⁾ These figures include data for one property that is residential/commercial.

⁽⁷⁾ Total accounts for rounding.

TABLE 5.8
SUMMARY OF ESTIMATED RIGHT OF WAY COSTS BY ALTERNATIVE

Alternative	COST (rounded to nearest 1000)		
	Total Developed Parcel Acquisition/Relocation Cost	Partial Parcel Acquisition Cost	Total Right of Way Cost
A	\$10,365,000	\$1,645,000	\$12,010,000
B	\$12,030,000	\$1,330,000	\$13,361,000
C	\$5,625,000	\$1,680,000	\$7,305,000
D	\$1,662,000	\$1,890,000	\$3,552,000

5.2.3 Mitigation

If one of the Build Alternatives is chosen as the preferred alternative, all right of way acquisition and relocation would be in accordance with the Uniform Relocation and Real Property Acquisition Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and 49 Code of Federal Regulations, Part 24. Two booklets entitled *Relocation: Your Rights and Benefits* and the *Guidebook for Property Owners* have been produced by Mn/DOT to provide information to property owners and potential displacees on their rights and benefits under the Uniform Act, including the Relocation Assistance Program. These documents are available from the Mn/DOT Office of Land Management. Property owners may be reimbursed for up to \$1,500 for appraisal fees. Mn/DOT relocation advisers provide information on programs and benefits and to develop individual relocation plans to relocatees. Relocation resources are available to all residential and business relocatees without discrimination.

Mn/DOT will work with business owners, including farm business owners, to find a suitable relocation site. In addition, affected business owners are reimbursed for actual reasonable moving costs, reestablishment costs and costs incurred in identifying a replacement site. Detailed eligibility benefits are explained at individual meetings.

Residents being displaced will receive relocation assistance services from Mn/DOT and are entitled to reimbursements for certain expenses such as moving costs and replacement housing costs. Replacement housing units must be “decent, safe and sanitary” and must be functionally equivalent to the present dwelling with respect to the number of rooms and living space, location and general improvements. Although an adequate supply of comparable replacement housing sites can generally be found, an administrative process called Last Resort Housing is available to address situations where the supply of replacement sites is inadequate. Last Resort Housing guarantees that comparable housing would be provided before the owner is required to move. In the event sufficient comparable replacement housing is not available, Mn/DOT commits to Last Resort Housing. All displacees would receive adequate time and notice to relocate.

Mitigation of impacts on parks and recreation areas is addressed in Section 6.8. Mitigation of impacts on farmland is addressed in Section 6.3. Indirect impacts on land use would be mitigated by the exercise of local land use controls and is discussed further in Chapter 10.

5.3 ECONOMIC IMPACTS

5.3.1 Affected Environment

Table 5.9 presents existing (2000) and projected (2040) job levels for the cities and townships potentially most directly affected by the project.

TABLE 5.9
2040 EMPLOYMENT PROJECTIONS FOR CITIES AND TOWNSHIPS
IN THE STUDY AREA

Jurisdiction	2000 Employment	Projected 2040 Employment	Employment Change 2000-2040
Becker	1,426	12,500	11,074
Becker Township	175	2,400	2,225
Silver Creek Township	166	825	659
Clearwater	533	1,250	717
Clearwater Township	427	625	198
Clear Lake	138	225	87
Clear Lake Township	113	1,050	937
Haven Township	1,800	5,200	3,400
Lynden Township	500	2,000	1,500
St. Cloud	48,300	Not Available	Not Available
Total	5,278*	26,075*	20,797*

*Excluding St. Cloud.

The total property taxes payable (2003) for the City of Clearwater (city most affected by Build Alternatives) and the three counties in the study area are as follows:

- Sherburne County: \$ 68.9 million
- Stearns County: \$ 98.7 million
- Wright County: \$ 87.5 million
- City of Clearwater: \$1.0 million

5.3.2 Environmental Consequences

No-Build

The No-Build Alternative would perpetuate existing business and job patterns and would result in no loss of taxable property.

5.3.2.1 Business and Job Impacts

Businesses located at the acquired commercial and industrial properties listed in Table 5.7 in Section 5.2.2.3 would be displaced. Information on employment at affected businesses was acquired through contact with the businesses themselves or with City staff; employment was estimated at six small business locations where information was not readily available. Estimates are conservative, i.e. reported part time employees are counted the same as full time employees and the total for each alternative is rounded up to the nearest 10.

Alternative A would displace businesses at 13 commercial/industrial properties. These businesses include boat sales, equipment sales, concrete block/precast supply, pallet supply, appliance sales/recycling, construction, trucking, rental, welding, and a few small service businesses. Employment at these properties is estimated at 230 jobs. Alternative A would also displace businesses at nine agricultural properties.

Alternative B would displace businesses at 13 commercial/industrial properties. These businesses include an auction house, engineering firm, veterinarian, liquor store, gas station, auto body shop, auto oil change and tire services, fast food restaurants, large travel center, and plastics products manufacturer. Employment at these properties is estimated at 380 jobs. Alternative B would also displace businesses at two agricultural properties. Alternative B would also require acquisition of the City Hall/Fire Station building (considered a public use), however the four jobs located at this property would not be expected to be displaced from the city.

Alternative C anticipates business displacement from five commercial properties including an auction house, storage facility, contractor, lumber yard, and small service business. Employment at these properties is estimated at 40. Alternative C would also displace businesses at three agricultural properties.

Alternative D would not displace any commercial/industrial businesses. It would displace a business at one agricultural property.

Direct commercial/industrial employment impacts due to right of way acquisition for the Build Alternatives range from 0 to 380 jobs. As shown in Table 5.9, there is an expectation of an increase of 20,797 jobs in the most directly affected communities (not including the City of St. Cloud) by 2040. This anticipated growth and the availability of plenty of undeveloped land in all of the communities indicates capacity within the study area to compensate for the commercial/industrial jobs that would be displaced as a result of the project.

The adverse impact of job loss would be more localized. The 13 commercial/industrial acquisitions (and 230 jobs) associated with Alternative A are within the economic context of the St. Cloud Metropolitan Area. The 13 commercial/industrial acquisitions (and 380 jobs) associated with Alternative B are within or near the much smaller community of Clearwater and would likely have much more substantial economic impacts. In addition, in Clearwater the remaining businesses that depend upon a regional market would no longer be immediately accessible to that market if Alternative B is constructed.

While Alternative B has the most substantial direct economic impact on the City of Clearwater, the other Build Alternatives would divert regional traffic away from TH 24, which would have some impact on existing businesses, as recognized in the *City of Clearwater Comprehensive Plan*. Similarly, the Build Alternatives would direct regional traffic away from downtown Clear Lake, which could affect existing business there.

5.3.2.2 Fiscal Impacts

As is further discussed in Section 5.2.2.3, the proposed Build Alternatives would result in total acquisition of between seven and 32 parcels. Table 5.10 presents taxes payable (2002 or 2003 as noted) for the affected properties by alternative and by county, as well as total 2003 taxes payable for each county.

The table also includes 2003 taxes payable for the affected properties in the City of Clearwater and the 2003 taxes payable for total properties in the City of Clearwater.

TABLE 5.10
TAXES PAYABLE—TOTAL ACQUISITION PROPERTIES

Alternative – Jurisdiction	Estimated Tax Loss on Total Acquisitions	Total 2003 County/City Taxes Payable (Million)	Estimated Tax Loss as a Percentage of 2003 Total County/City Taxes Payable
A – Sherburne	\$ 88,352 ^{(1) (2)}	\$68.9	0.1
A – Stearns	\$ 2,400	\$98.7	*
B – Sherburne	\$ 7,504 ⁽¹⁾	\$68.9	*
B- Wright	\$190,725	\$87.5	0.2
B – City of Clearwater	\$190,725	\$ 1.0	19.1
C- Sherburne	\$ 16,268 ⁽¹⁾	\$68.9	*
C- Wright	\$ 14,466	\$87.5	*
D ⁽²⁾ – Wright	\$ 8,734	\$87.5	*

⁽¹⁾ 2002 Taxes Payable; the remaining amounts are 2003 Taxes Payable.

⁽²⁾ There are no total acquisitions anticipated in Sherburne County for Alternative D.

* Less than .05 percent.

The greatest fiscal impact in terms of taxes lost due to total property acquisitions results from Alternative B. A large majority of this loss occurs in Wright County, specifically within the City of Clearwater. While the tax loss represents 0.2 percent of total taxes payable for Wright County as a whole, it represents 19 percent of the total taxes payable for the City of Clearwater.

5.3.3 Mitigation

Mitigation of fiscal impacts of business relocation impacts due to right of way acquisition is described in Section 5.2.3. Business and jobs and tax base lost as a result of the project could be offset by new development occurring within affected study area communities.

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